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South Carolina Aeronautics Commission



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Aviation Newsletter

VOLUME 28

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NUMBER 9



More than 300 aircraft are expected to fly into Camden for the Experimental Aircraft Association's fly-in. Sport planes like this Great Lakes, owned by Gren Seibels, will be on display along with exotic homebuilts, antiques and the popular warbirds. (Aeronautics Commission photo)

300 Aircraft Expected For Camden EAA Fly-In

EAA President, Paul Poberezny, Will Visit Show

Old airplanes of all types—classics, antiques, exotic homebuilts and lovingly restored warbirds—will descend on Camden Sept. 22-24 during the fall fly-in sponsored by the Experimental Aircraft Association's (EAA) Chapter III.

Bill Hawkins, owner of Hawk

Aviation and loyal member of the EAA, said he expects about 300 aircraft during the three-day affair.

In addition, National EAA president Paul Poberezny will visit the fly-in and speak at the awards banquet Saturday evening. Poberezny is a true devotee of back-to-basics, grass roots flying. He and the EAA are constantly seeking ways to reduce the cost and complexity of flying and put the fun back in aviation.

"He's been called a lot of things," Hawkins said. "But he's

been with the EAA so long and he's respected so highly that wherever he goes, he attracts a crowd."

Activities at the fly-in include the banquet Saturday at 8 p.m. at the Camden City Arena and an early bird party Friday evening at the Camden Holiday Inn. There will be no air show at this year's fly-in, Hawkins said.

Chapter III, an antique/classic chapter of the EAA, includes North Carolina, Virginia and part of South Carolina. Membership in the chapter is open to all who love old airplanes.

SOUTH CAROLINA AERONAUTICS COMMISSION

Created in 1935 to foster air commerce within the state; to have supervision over aeronautical activities and facilities in the state; to promulgate and enforce rules and regulations regarding the licensing of airplanes and pilots and to cooperate in the establishment and operation of airports.

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California Pilot Killed During Meet

A California pilot competing in the National Unlimited Soaring Championship at Chester was killed last month when his sailplane crashed into a corn field near Mt. Croghan.

Norman W. Hunter Jr. of Atherton, Calif., died Aug. 9 from injuries received when the wing of his Nimbus II hit a pecan tree as he was attempting a landing. The aircraft flipped over and crashed inverted.

NTSB Urges Increased Stall/Spin Training

The National Transportation Safety Board (NTSB), concerned by the continued occurrence of stall/spin accidents in recent years, has urged the FAA to require increased emphasis on stall/spin awareness in flight training courses.

The NTSB said between 1974 and 1976 there were 723 stall/spin accidents resulting in 668 fatalities and 246 serious injuries.

"Many of these accidents could have been prevented if the FAA had implemented past safety board recom-

President Proclaims 1978 National Aviation Year

President Jimmy Carter recently issued the following proclamation in commemoration of the 75th anniversary of powered flight.

This year, 1978, is the diamond jubilee anniversary of aviation. Seventy-five years ago on December 17, at Kitty Hawk, North Carolina, the Wright Brothers launched man into the age of powered flight. The magnitude of the heritage of Orville and Wilbur Wright is heroic. The significance of their achievement to men and women everywhere is profound.

At 10:30 in the morning on that cold and windy day Orville, aboard his fragile "Wright Flyer," was driven aloft by a four cylinder 12 horsepower engine also ingeniously fashioned by the two brothers. This first successful flight in a heavier-than-air powered aircraft lasted but 12 seconds and covered a distance of only 120 feet.

In the seventy-five years since that historic flight, the science of aeronautics and the prowess of American industry have combined to make aviation a giant among the Nation's transportation and communication systems. Air transportation has become the prime public carrier between American cities and to international points. And the movement of cargo, especially perishable goods, life saving

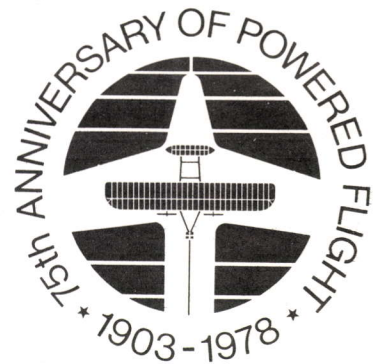
pharmaceuticals and other high-priority items important to the public welfare and commerce, has become largely dependent upon the speed, efficiency and safety of air transport.

Aviation today is one of America's greatest enterprises and among its largest employers; a major contributor in the social and cultural enhancement of the American public and, in the international arena, an instrument of signal importance in the deterrence of aggression and as a mighty defender of peace.

THEREFORE, in this 75th anniversary year of powered flight, I, JIMMY CARTER, President of the United States of America, do hereby designate the year 1978, diamond jubilee anniversary of powered flight, as National Aviation Year. And further,

To commemorate the historic achievements of the Wright Brothers, the Congress, by joint resolution of December 17, 1963 (77 Stat. 402, 36 U.S.C. 169), designated the seventeenth day of December of each year as Wright Brothers Day and requested the President to issue annually a proclamation inviting the people of the United States to observe that day with appropriate ceremonies and activities.

NOW, THEREFORE, I, JIMMY CARTER, President of the United States of America, do hereby call upon the people of this Nation, and their local and national government officials, to observe Wright Brothers Day, December 17, 1978, with appropriate ceremonies and activities, both to recall the accomplishments of the Wright Brothers and to provide a stimulus to aviation in this country and throughout the world.



Coming Events

Sept. 10: Greenville Downtown Airport, Greenville, S.C.; Eleventh Annual Air Show for Boys Home of the South.

Sept. 10-15: Houston, Tex. Flying Physicians Assn.'s. annual meeting, Astro Village Hotel. Contact: Albert Carriere, 801 Green Bay Rd., Lake Bluff, IL 60044.

Sept. 12-14: St. Louis, Mo. National Business Aircraft Assn.'s. 31st annual meeting. Contact: Joe Mason, NBAA, One Farragut Square, Washington, D.C. 20006. Phone (202) 783-9000.

Sept. 14-17: Atlanta, Ga. Reunion of the 452nd Bomb Group. Contact: Ron Blaylock, 2103 Center Ave., New Bern, N.C. 28560.

Sept. 22-24: Camden, EAA Antique Chapter 3's fall fly-in. Contact: Geneva McKiernan, 5301 Finsbury Place, Charlotte, N.C. 28211. Telephone (704) 366-1743.

Sept. 25-29: Indianapolis, Ind. National Association of State Aviation Officials Conference. Contact: Carla David, Aeronautics Commission of Indiana, Room 1025, State Office Bldg., 100 N. Senate Ave., Indianapolis, Ind. 46204. Telephone (317) 633-6545.

Oct. 2-4: University of Oklahoma, Norman, Okla.; American Association of Airport Executive National Airports Conference. Contact: C.P. Mangum Jr., 2029 K St. N.W., Washington, D.C. 20006. (202) 331-8994.

Oct. 24-26: Oklahoma City, Okla.; first Aviation Maintenance Foundation symposium. Contact: AMFI, P.O. Box 739, Basin, Wyoming 82410.

Oct. 24-27: Mobile, Ala.; Southeastern Airport Managers Association Annual Conference at the Mobile Sheraton. Contact: Bob (Robert H.) Waddle, Columbia Metropolitan Airport. (803) 794-3419.

Greenville Air Show Set September 10th

The Valiant Air Command, flying authentic World War II fighter planes, will be the highlight attraction at the 11th annual Greenville Air Show Sept. 10 at the Greenville Downtown Airport.

According to organizer Terry Gantt the show has been held as a fund raising event for the Boys Home of the South for the past 11 years. This is the first year that the Valiant Air Command has performed, however.

Using At-6's and a P-51, pilots will demonstrate dogfights, strafing runs and other military maneuvers that should prove an exciting spectacle for the whole family. There will also be static displays, aerobatics and air rides.

In addition, a Junkers JU-52 reported to be Hitler's staff airplane during the war, will be flown by author Martin Caidin. Caidin, an aviation and space writer, is the author of "Cyborg;" the story of a bionic-limbed astronaut on which the hit TV series "Six Million Dollar Man" is based.

Other performers include Burd Maypoles, the "Flying Mayor" from Florida; Dan Steal from Pennsylvania and his Pitts Special and Pat Epps of Atlanta, flying a Bonanza.

The show will begin at 2 p.m. and end at 4 p.m. The airport will be closed to traffic from 1:30 to 4:30 p.m. Static displays will be open beginning at 10 a.m.

NASA Aviation Official To Speak In Columbia

Calvin Pitts, Aviation Safety Specialist with the National Aeronautics and Space Administration's (NASA's) Ames Research Center in California, will be in Columbia Wednesday, Sept. 6, to talk about the agency's aeronautical research.

"Everyone knows about our space efforts, but few realize how deeply NASA is involved in aviation research and development," he said.

Using slides, films, models and other devices, Pitts creates a unique presentation that gives his audience an interesting insight into NASA's work.

He will tell you about a short-haul aircraft NASA is working on for the airlines: able to land at a 9-degree angle, instead of a 3-degree slant like today's jets; it will be able to take off and land on a 2,000 foot runway, have a landing

speed of 67 to 70 mph and it will be very quiet.

And he will probably tell you about the Bell tilt-rotor propjet which NASA is testing for short takeoff and landing applications. It takes off and lands like a helicopter but can fly at 390 mph. Its 25-foot long props turn at a lazy 400 rpm.

Pitts' talk will begin at 7:30 p.m. at the Quality Inn at Broad River Road and I-20. It is open to the public. All pilots and persons interested in aviation are encouraged to attend.

The Columbia visit is part of a series of visits Pitts is making to each FAA district during a year-long NASA awareness program authorized by the agency. The talk is sponsored by the FAA and the S.C. Aeronautics Commission.

AV-ED Offering Monthly ATP Course

AV-ED, Inc., is now offering a two-day Airline Transport Pilot (ATP) test preparation course each month. The next class will be held Oct. 7 and 8 in Columbia. Future classes will be held at other locations in the state at times to be announced.

Other courses scheduled include a Private Pilot ground school and an

Instrument Pilot ground school. Both courses will be four days long and be given on two consecutive weekends, Sept. 23, 24, 30 and Oct. 1.

A one-day co-pilot course, which is good emergency training for passengers and wives of pilots, is scheduled Oct. 7 and Oct. 8.

Commercial, instrument and flight instructor written courses will also be offered. For further information call Fred Begy or Jeff Trumbower toll free at 1-800/922-2224.

AV-ED, Inc., is located across from Owens Field in Columbia at 1009 Airport Blvd.

Florence-Darlington TEC Expands A&P Program

The nostalgia fad has hit almost every facet of American society, aviation included, but the days of patching up those flying machines with bailing wire and a pair of pliers is gone forever. Complex aircraft designs and advanced engines, new, lightweight metals and intricate electronic systems have pushed aviation technology far beyond the visions of early pioneers.

"When you look back just a couple of decades and see the advances made in jet engines alone, you can get some idea about how fast aviation technology moves," veteran technician Homer Pointe, Florence-Darlington Technical College's aircraft maintenance department head, said. "Each day's mail brings in volumes of information on changes in aviation. Almost as soon as one concept is designed and put into operation, another idea comes along and changes it."

Today, most travelers hardly think twice about flying thousands of feet above the ground. The confidence they have in aircraft is a tribute to the people who maintain them. Aircraft maintenance technicians perform scheduled maintenance, make repairs and complete inspections required by the Federal Aviation Administration (FAA).

In order to keep aircraft in top operating condition, many technicians specialize in scheduled maintenance on engines, airframes, and instruments.

Florence-Darlington TEC's aviation maintenance technology program, the oldest FAA-certified course of its type in South Carolina, has been training technicians for the aviation field since 1967. Beginning this fall, the college will expand the program to include evening classes.

"Aviation is growing rapidly and we're expanding the program to meet these employment demands," Pointe maintains. "Since the course began, we've trained more than 175 technicians for the field."

The number of aircraft technicians needed is expected to increase faster than the average for all occupations through the mid-1980's, according to the U.S. Department of Labor. In addition to jobs resulting from growth, many openings will result from the need to replace technicians presently employed.

Job opportunities in general aviation are expected to be good, the Labor Department reports. The number of aircraft used by companies for executive transportation is expected to grow rapidly, thus increasing the demand for technicians.

Business and executive flying in 1976 (the most recently reported year) covered more than 1.5 billion miles. On the FAA's registration books that year, there were more than 47,800 general aviation aircraft flying, an increase of more than six per cent over the previous year.

To work on aircraft, persons must be licensed by the FAA as "airframe mechanics," or "powerplant mechanics." Some technicians gain combination licenses which enable them to work on any part of an airplane.

The forecast for general aviation is bright, according to the industry and the Department of Labor. Sales of new aircraft are expected to be up by 11 per cent, with a greater demand for turbo-prop models. Total projected factory billings should top \$1.7 billion in orders.

"What this means directly is that aviation maintenance technicians will find more jobs awaiting them when they complete their training," Pointe said. "Our students have been very successful in their employment efforts."

Registration for the fall quarter session of aviation maintenance will be conducted Sept. 21 and 22, with

classes beginning Sept. 25.

Amid reports of aviation industry hiring increases by major corporations, the program offers instruction on all types of aircraft ranging from single engine pleasure planes to commercial and military models.

"We try to round out our instructional program so that a student can go to work on almost any type aircraft after graduating from TEC," Pointe added. "It is important to expose our future technicians to the widest possible career opportunities. Through this program, they strive for technical excellence, confidence, mature judgment and experience. All these factors, along with technical knowledge of aircraft, are demanded of an aviation maintenance technician."

Detailed information concerning the college's associate degree aviation maintenance program is available by calling 803-662-8151, Florence, S.C., or writing P.O. Drawer F-8000, 29501. The program is VA and FAA approved.

Flight Instructor Refresher Course Set Oct. 14-16

A Flight Instructor Refresher Course conducted by the AOPA Air Safety Foundation will be held in Columbia Oct. 14-16 at the Quality Inn, I-20 and Broad River Rd.

This course provides a good opportunity for flight instructors, instructor applicants, ground instructors or FBO's to renew their ratings or get up-to-date refresher training.

The course is conducted in cooperation with the FAA and completion of the three-day course will normally be accepted by FAA representatives for renewal of flight instructor certificates with all ratings. However, if your certificate has expired, a standardization ride will be required.

Instructors this year will be Al Passell, Joe Vorbeck and Bert Greene. The course fee is \$50. For further information write or call Frederick R. King, Director, Flight Instructor Department, AOPA Air Safety Foundation, Box 5800, Washington, D.C. 20014. Call toll free 1-800/638-0853.

NOTAMS

AIKEN MUNICIPAL: Approach lights on runway 24 out of service.

BENNETTSVILLE: Southwest 500 feet of runway 6-24 closed due to construction.

CHARLESTON AFB/MUNICIPAL: Approach lights on runway 15 out of service.

COLUMBIA METRO: Threshold of runway 23 displaced 412 feet.

GREENVILLE DOWNTOWN: For runway lights on runway 18-36, key microphone three times on 123.0 and five more times for medium intensity.

GREENWOOD COUNTY: Runway 18-36 closed.

MYRTLE BEACH AFB: Approach lights on runway 17 out of service.

Statesboro to Columbia

Electrician Flies To School

A Commanche 260 may not be ideal transportation for most students, but for Ab Roesel it gets him nicely back and forth from home to school.

In fact, it's the only way he can make it to class on time because he lives 140 miles from school.

Roesel is secretary-treasurer of his father's electrical and mechanical contracting firm in Statesboro, Ga. The H.A. Sack Co. does business in Georgia and South Carolina. Roesel holds a master electrician's certificate in Georgia, but he needed a course in

the National Electrical Codes to pass the master's certifying exam in South Carolina.

Roesel heard that Midlands TEC offered such a course and he made plans to attend.

"We have technical schools closer to home," he said, "but the ones near me either don't have airports and don't offer the codes or else they just don't offer the codes period."

Roesel has been flying back and forth once a week for nearly 10 weeks. He will finish up the first week of September.

It takes Roesel about 40 minutes to make the 140-mile trip. Running at 180 mph, the Commanche burns about 12 gallons per hour. Roesel parks the plane at Eagle Aviation at Columbia Metropolitan near TEC's nearby airport campus. At first, he rode a bicycle over to the campus, but now, he says, Eagle gives him a ride over.

Roesel got interested in flying like most young boys—"Seeing airplanes and thinking that was so great."

He flew helicopters in the Army and later flew OV-1 Mohawks for the National Guard. He holds a commercial instrument rating for rotorcraft and fixed wing.



Ab Roesel

Agreement Paves Way For New Terminal

Charleston City officials and the Charleston County Aviation Authority have reached an agreement in principle which will pave the way for the Authority to build a badly needed new terminal building on the field.

James J. Gehring, Director of Airports for the Authority, said the agreement is expected to be formally approved by Charleston City Council at a meeting this month. Under the agreement, the Authority would buy the airport from the city for \$3 million to be paid over a 10-year period. The authority would get about 137 acres and all the fixtures and equipment owned or leased by the city which it uses in the operation of the terminal. The city would retain about 110 acres east of the railroad track on which the Holiday Inn, the C&S Bank and other improve-

ments are located.

"Our most immediate project is construction of a new terminal building," Gehring said. "That's the whole purpose of the agreement. The County Aviation Authority was created for the express purpose of resolving the airport issue and building a new terminal."

Preliminary plans call for a three-concourse terminal building and a parallel runway for general aviation traffic.

Gehring said the Authority owns 1,400 acres of land southwest of runway 15-33 which it can develop for a terminal and aviation related purposes. "The land was bought three years ago with that in mind."

"We're probably in better shape than any other airport in the country when it comes to space," he said.

Gehring said the Authority has an approved layout plan, an approved master plan and an approved environmental impact statement. Assuming the agreement receives the appropriate approvals the new facility could be built and occupied within four years.

Drainage Work Scheduled At Columbia Airport

The main runway at Columbia Metropolitan Airport, runway 11-29, will be closed for a four-day period sometime in the next two months for drainage work, according to airport director Bob Waddle.

When the construction is scheduled, pilots will be notified.

Engine Power Loss Greatest Accident Cause

For several years, "power loss" has been the greatest single type of general aviation accidents and accounts for between 21 and 23 per cent of all accidents. Analysis shows that accidents have resulted from:

A. Personnel Errors. (1) Operations which exceeded the limitations of the powerplant. (2) Failure of maintenance personnel to utilize acceptable maintenance procedures.

B. Failure of Engine, Engine Part, or System Component. (1) Engines were operated beyond the overhaul time recommended by the manufacturer. (2) There was noncompliance with airworthiness requirements regarding inspection, overhaul, repair, preservation, and/or replacement of parts. (3) Design changes and alterations were completed without engineering evaluation and approval. (4) Parts failed due to operation outside operating limitations; i.e., overtemp, overboost, low oil pressure, etc.

C. Fuel Starvation and Exhaustion. (1) Fuel starvation (fuel on board the aircraft but not supplied to the engine(s)) and fuel exhaustion (no fuel available on board the aircraft) resulted in 19 per cent of the engine power-loss accidents. This usually results from improper preflight planning or improper fuel management procedures. (2) Contamination continues to be a notable factor in fuel starvation accidents. Advisory Circular 20-43C, Aircraft Fuel Control, contains valuable information that alerts the aviation community of the inadvertent mixing or contamination of turbine and piston fuel and provides recommended servicing procedures. (We have had three fuel contamination accidents in South Carolina within the last six weeks: one source traced to a contaminated fuel truck; one aircraft that was parked outside on unlevel terrain had engine failure on

takeoff from water in fuel even though the sumps were drained; and one had dirt and water in fuel tank and carburetor.)

D. Fuel System Design. Accidents have resulted because pilots and maintenance personnel failed to become familiar with the different fuel systems and operating procedures. Design changes, accomplished without proper evaluation, the lack of standardization of controls configuration among aircraft, plus the peculiarities in aircraft fuel system designs, have contributed to power-loss accidents.

Recommendations

The following are recommended operating practices that could help reduce engine power-loss accidents:

A. General. (1) Know the limitations of the aircraft and aircraft powerplant. Avoid operating in excess of those limitations. Be sure all engine(s) are within acceptable operating parameters prior to takeoff. Keep proficient in all engine and systems operating procedures, including emergency procedures. Use the checklist during normal and emergency operations. (2) Follow the manufacturer's operating instructions. Have a qualified person investigate all abnormal engine operating conditions (oil and fuel consumption, low power, vibration, engine instrument readings, etc.). (3) Positively utilize a powerplant and propeller maintenance program which gives full consideration to the FARs and manufacturer's recommendations. (4) Keep abreast of technical information related to the aircraft fuel, oil, parts, airworthiness directives, manufacturer's technical publications, etc. (5) Know proper procedures when engine inlet or carburetor icing conditions are encountered. (6) Follow engine manufacturer's inspection procedures following propeller strike or engine sudden stoppage. (7) Operate en-

gine controls smoothly, abrupt movements can result in engine malfunction and power loss. (8) Avoid overspeed, overboost, and overheat.

B. Fuel Management. (1) In relation to airplane performance, the fuel quantity on board the aircraft is only "time in your tanks." Management of that time should rank high on the list of a pilot's priorities. Be fully familiar with the aircraft fuel system and fuel management procedures. (2) Make adequate preflight preparations to ensure that sufficient clean fuel is on board the aircraft for the time to destination, plus an adequate reserve, predicated on airplane performance. (3) Know and understand the positions of the aircraft fuel selector valves. Markings should be legible, valve should be easy and smooth to operate and with positive detent action. (4) Be familiar with the sequence for selecting fuel tanks of the aircraft. The use of fuel from tank(s) other than as recommended (especially during takeoff and landing) can result in eventual fuel starvation. Many aircraft return unused fuel from the carburetor to a tank. If that tank is full, the fuel goes overboard through the vent and is lost, thus reducing range. (5) A pilot should know the total USABLE fuel on board the aircraft before flying. The UNUSABLE fuel should not be considered when planning a flight. (6) Make a visual inspection to assure that the fuel tanks are full. If you are in the habit of flying with partial fuel loads, use positive means to know the quantity of fuel on board the aircraft before flight. Complete trust in fuel gauges has often resulted in fuel depletion short of destination and accidents. (7) Make a thorough fuel drain check of all sumps before flight. Consult the owner's manual for proper procedures. (8) During preflight inspection, determine that all tank vent openings are clear of obstructions. (9) Check fuel flow from each tank to

The articles on these two pages were written for the newsletter by Frank Kelley, Accident Prevention Specialist with the FAA General Aviation District Office in Columbia.

New Slide Shows Available For Meetings

We are very happy to announce the availability of 15 new safety slide-tape presentations for the Accident Prevention Program in Columbia. GAMA, the General Aviation Manufacturer's Association, in conjunction with many of the GAMA member companies, are sponsoring this series in an effort to promote the safe, reliable use of general aviation aircraft, engines, and avionics, in support of FAA's Accident Prevention Program.

Each presentation consists of a series of slides, a tone synchronized audio-tape cassette, and a four-page or longer printed handout intended for distribution following each seminar. Subject titles are:

"Descent to the MDA and Beyond"
"Don't Flirt—Skirt 'em"
"Engine Operation for Pilots"
"Facts of Twin Engine Flying"
"General Aviation Normally Aspirated, Direct Drive, Engine Operation"
"Handle Like Eggs"
"How to Fly Your HSI"
"Maintenance Aspects of Owning Your Own Airplane"
"Multi-Engine Emergency Procedures"
"Pilot Prerogatives"
"Preflighting Your Avionics"
"Propeller Operation and Care"
"Stepping Up to a Complex Airplane"
"Take Off Performance Considerations for the Single Engine Airplane"
"Time in Your Tanks"
"Weatherwise: Go or No Go?"
"Why VSSE?"

These presentations vary in time from 10 to 30 minutes each. We will be willing to assist with these meetings as in the past. We now have more topics of current interest to pilots in a wider range of experience than we have ever had.

We think we can do more now to

lower the accident rate by appealing to the more experienced pilots because the more experienced pilots have had the most accidents.

Let's all work together to help improve our industry's safety record which is good, but which can be better.

Maintenance Notes

Control Cables Chafing

Several DC3/C47 aircraft have been found to have elevator control cables binding or chafing where the cables pass through the station 63 bulkhead. Operators are urged to inspect their airplanes as soon as possible for cable condition and adequate clearance at station 63 through full elevator travel.

Bolts Found Loose

Several A188B airplanes have reportedly lost aileron control due to bolt P/N AN4-7A backing out of the nut plate attached to the aileron rib. This bolt attaches the aileron control push-pull rod.

VariEze Problems

We have been informed that the design of the home-built VariEze may cause an airflow low pressure area that tends to allow engine oil to be drawn from the breather tube. An oil separator installation reportedly corrects this condition. The Greenville EAA Chapter can furnish additional information.

Unauthorized Modifications

Two fatal incidents have been reported due to unauthorized alterations to Green Star Systems Model GSE-3 parachutes. Modifications pertain to removing box stitching attaching the shoulder pad to riser and removing the back lateral diagonal changing the harness to an "H" configuration with a back cross-strap.

engine(s) prior to taxi. **(10)** Determine that hand primers are closed and locked in the detent after use. **(11)** Be fully familiar with fuel boost pump operating procedures. **(12)** When switching tanks, visually check the fuel selector position and the fuel quantity in the selected tank after moving the selector. **(13)** After switching tanks, monitor the fuel pressure until you are sure there is fuel flow from the tank.

C. Maintenance. **(1)** Maintenance should include inspection of fuel cells and tanks for discrepancies such as collapse, contamination, vent obstruction, internal damage, security, leaks, gauge accuracy, and general condition. **(2)** Periodically make a visual check of the fuel filter for condition and/or contamination. **(3)** Check operation and security of fuel selector and system control handles and/or knobs. **(4)** During maintenance, a detailed inspection should be made of fuel quantity indicating system wiring, components, and calibration. **(5)** Design changes and alterations to aircraft engines should be done with approved data. **(6)** Replacement of engine parts should be completed following manufacturer's instructions. **(7)** Maintenance should be accomplished in accordance with the manufacturer's recommendations. **(8)** Dress out propeller blade nicks, dents, scratches, etc., as necessary, to prevent fatigue cracks that could cause propeller blade failure resulting in power loss.

Through the individual and collective efforts of the aviation community, we hope to eliminate factors that have caused engine power loss accidents.

The above information was extracted from AC 20-105 dated 6-9-78 in an effort to try to reduce the "power loss" type of accident.

Carolina Flying Farmers Invite New Members

(Editor's note) The following article on the International Flying Farmers and the group's Carolina chapter was sent in by the new chapter president, Eddie Jackson. Jackson is a machine shop teacher at the Darlington Career Center. He lives with his wife, Sarah, and their two children in Sardinia. He says he got interested in flying "quite naturally" since his father was a dive bomber pilot during World War II, and he loved to listen to his father relate his adventures during the battle of Midway when he was flying off the carrier Hornet. Eddie says he's a previous Luscombe owner who now drives a tri-pacer.

The International Flying Farmers invite you to join the Carolina Flying Farmers. The Carolina Flying Farmers are from both North and South Carolina. The Flying Farmers are dedicated to promote the practical use of the airplane in the agricultural industry. We also sponsor education and research in agricultural aviation. We urge minimum regulation for general aviation; we encourage close-in landing strips for cities and towns; we continue to promote safe flying through education of pilots in the use of radio and other navigational aids and we encourage the conservation of our soil and water resources through education derived from aerial conservation flights.

We also insist that aviation gasoline taxes, where collected, be used for development of aviation. We work to assist general aviation through legislation

and also to help develop public acceptance of light aircraft. The Flying Farmers are men and women who are leaders in their communities and abreast of world and national affairs. They are conscientious citizens of these United States, Canada and Mexico who take pride in utilizing the soil to its best advantage for raising crops and livestock.

In addition to farming, the common bond that ties these families together and makes the organization a successful one is their recognition of the benefit derived from owning and operating an airplane. Flying Farmers own over 5,000 airplanes and approximately 4,000 landing strips, many of which are located on their own farms. The Flying Farmers sponsor teen programs, scholarship awards and fly-ins.

In April, the Carolina chapter held their annual convention at the Jade Tree motel in Myrtle Beach. We were visited by 29 members from other chapters. Eleven were from Florida, four from Pennsylvania, four from Virginia, four from Ohio, five from Maryland and one from Missouri. On Saturday night a banquet was held. After a delicious steak meal, the new officers were installed. The installation was handled by International Flying Farmers president, John Lewis, of Ohio.

The new president is Eddie Jackson, formerly from Wagner, now living in Sardinia. Other officers are Ralph Strong of Kingstree, vice-president; Joyce Barnes of Fairmont, N.C., secretary-treasurer; Elsie Currie of Lumberton, N.C., Newsletter editor and Joyce Barnes, chapter queen and "right-

hand-man" to the president.

Our chapter has meetings once a month at various strips or airports located in the two Carolinas. May's meeting was held at the Darlington County airport hosted by George Gedira. We ate barbecued chicken that was better than "finger-lickin' good." In June we flew in at the cow pasture at Dobbs-X-Roads or Cloud Nine for a dinner at the Compass Family Restaurant. The main speaker there was Susan B. Dusenberg. She spoke on experimental aircraft and their safety. Susan is a delightful person who, at a young age, is an A&P mechanic, an A & I, flight instructor and an upcoming officer in the church and a member of the Florence chapter of the EAA. The July meeting was at Lumberton, N.C., hosted by Bo Elsie and Bob Currie. The August meeting was the national convention. It was held in Virginia Aug. 5-19.

The September meeting will be in Kingstree Sept. 10 at 1:30 p.m. It will be hosted by Ralph Strong. The October meeting will be hosted by Stan White in Darlington Oct. 15. The November meeting will be held Nov. 19 at New Zion at Maxie Hicks' 2,500 foot strip.

Other meetings are scheduled for the remainder of the year and I will post them later. When attending a meeting you are only asked to bring yourself, your family, a bunch of friends, a big appetite and one covered dish. The meat is always provided by the host. If you have any questions pertaining to the chapter please call or write Eddie Jackson, Jaguar Road, Sardinia, S.C. 29143. Telephone (803) 473-3203.